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INFORMATION ON GDR TRANSPORTATION FACILITIES

[The following information is from Vierteljahrshefte zur Wirtschaftsforschung, No 2, 1954, published in Berlin by Duncker and Humblot. The report contains data on GDR transportation media and compares 1953-1954 data with 1938 data. The prewar figures given in the report presumably refer to the area of the present GDR.]

Reichsbahn

By mid-1953, the Reichsbahn had approximately 100,000 freight cars of all types available for its operations. This figure includes the reserves of the Central Car Administration and of the Soviet Control Commission, as well as freight cars which by West German standards would not be counted as being in operating condition. The 100,000 freight cars are about two thirds of the prewar freight-car park. By the end of 1953, the Reichsbahn had an operating locomotive park of 5,120 standard-gauge locomotives. If West German standards were applied to these locomotives, only about 3,000 of them would be described as being in operating condition. The latter figure represents about 40 percent of the 1938 locomotive park. Recently, the condition of the locomotives has improved, but the locomotive shortage remains the most serious weakness of the Reichsbahn. During the second half of 1953, a total of 350 locomotives were used in the brigade service for reparations shipments.

The following table lists the number of type of cars of the Reichsbahn passenger-car park, as of early 1954:

<u>Type of Cars</u>	<u>No of Cars</u>
Local passenger-train cars	5,986
Fast passenger-train cars	1,618
Express passenger-train cars	1,270
Others	210
Total	9,084

Of the total of 9,084 passenger cars, 1,406 cars were in repair. In 1938, there were 18,000 railroad passenger cars in operating condition.

The transportation performance of the Reichsbahn [as of early 1952] was respectable in relation to the size and condition of the trackage and rolling stock. Since the GDR performance report for 1953 did not discuss the fulfillment of the passenger transportation plan, it may be assumed that the planned performance was not reached. Nevertheless, the 1953 passenger transportation performance of the Reichsbahn may have exceeded the prewar level. The 1953 freight transportation of more than 140 million tons was at least as high as the 1938 level. The 1953 ton-kilometer performance (21.2 billion ton-kilometers) was about 10 percent below the prewar performance.

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Inland Waterway Transportation

The number of vessels on the GDR waterway network has seriously decreased when compared with prewar statistics. If the operational tugs, and self-propelled barges are placed on a relationship of vessel per kilometer of waterway, then, for 1953, there are 0.26 vessels per kilometer of waterway. In West Germany, in 1951, this ratio was 2 1/3 times as high.

Inland Waterway Vessels

<u>Type of Vessel</u>	<u>Total</u>	<u>No of Vessels</u> <u>In operation</u>	<u>In repair</u>	<u>Total Capacity</u> <u>(in tons)</u>
Tugs	352			
Motor freight ships	338			43,460
Total	690	522	168	
Barges	1,717	1,406	311	601,270

The fact that one-fourth of the total number of tugs and motor freight ships is under repair is characteristic of the poor condition of the inland waterway fleet.

During 1953, 12.8 million tons of freight were transported. In 1953, the GDR transportation performance of the inland waterway system amounted to 2,130,000,000 ton-kilometers, or about 40 percent of the prewar level.

Highways and Motor Transportation

The GDR highway transportation performance is far below the prewar level.

About one-third of the highway network remains in need of repair because of a shortage of road construction materials and investment funds. The following figures do not include new highways under construction and highways which are closed to traffic for military reasons or which are under repair:

GDR Highway Network
(as of early 1954)

<u>Type</u>	<u>Length in Kilometers</u>
Autobahnen	1,418
Long-distance highways	10,122
Highways, 1st class	19,491
Highways, 2nd class	20,048
Total	51,079

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Prior to World War II, the vehicle density of the GDR and West Germany was almost equal, but the present level of GDR motorization is far below the prewar level.

The plan for freight trucking was reportedly exceeded by 6 percent in 1953. Because no report was issued about the performance of passenger transportation via motor vehicles, the same assumption may be made as in the case of the Reichsbahn, namely, that the plan was not fulfilled.

Motor Vehicles and Trailers*
(as of early 1954)

	<u>No of Vehicles</u>
Passenger cars (19% privately owned)	57,578
Busses (8% privately owned)	1,354
Trucks	70,682
Prime movers	9,357
Motor vehicles total (not including motorcycles)	138,971
Trailers	34,166

Motor Vehicle Density in the GDR*
(1938-1953)

<u>Type of Vehicle</u>	<u>Per 1,000 Inhabitants</u>		<u>Per 100 sq km</u>	
	<u>1938</u>	<u>1953</u>	<u>1938</u>	<u>1953</u>
Motorcycles	264	--	373	--
Passenger cars	198	31	280	54
Busses	3	0.7	4	1.3
Trucks	53	39	75	66
Prime movers (not including tractors for agricultural use)	9	5	13	9
Trailers	--	19	--	32

*Figures for 1953 and 1954 include GDR military vehicles.

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